

Committee	PLANNING COMMITTEE A	
Report Title	OUR LADY AND ST PHILIP NERI RC PRIMARY SCHOOL, 208 SYDENHAM ROAD, LONDON, SE26 5SE	
Ward	SYDENHAM	
Contributors	LUKE MANNIX	
Class	PART 1	06 OCTOBER 2016

Reg. Nos.

DC/16/096041

Application dated

30.03.16 [revised 12.09.16]

Applicant

Pollard Thomas Edwards Architects [on behalf of London Borough of Lewisham]

Proposal

The demolition of the existing buildings at Our Lady and St Philip Neri Primary School, 208 Sydenham Road SE26, and the construction of a three storey school building with rooftop play space, together with the provision of cycle and scooter spaces, refuse storage and associated landscaping works to incorporate an Infant and Junior School and Nursery.

Applicant's Plan Nos.

PL_003, PL_004, PL_005, PL_006, PL_007, PL_104, PL_105, PL_106, PL_204, PL_301, PL_302, PL_401, PL_501, PL_502, L-110 Rev A (Planting Plan), L-111 Rev C, C100 Rev P, C101 Rev P1, Detailed Data Network Maps, Design Principles And Concept Report, Desk Study Report, Landscape Design, Ecological Appraisal and Initial Bat Inspection, Energy Strategy Statement Phase 3, Arboricultural Impact Assessment, Design & Access Statement, Acoustic Implications On Design, BREEAM2014 Education Pre-assessment report Rev A, Overheating Assessment, Bat Survey Report, Daylight Assessment Stage 2, Public Transport & Local Services Analysis Stage 2 (received 30th March 2016);

PL_505 Rev A, PL_506 Rev A (received 2nd September 2016);

PL_507, PL_102 Rev A, PL_103 Rev A, PL_201 Rev B, PL_202 Rev B, PL_203 Rev B (received 9th September 2016); and

Transport Assessment Addendum (EAS, September 2016), L-110 Rev E (Landscape

External Works Plan); L-112 Rev C; PL_508
(received 12th September 2016).

Background Papers

- (1) LE/180/J/TP
- (2) Local Development Framework Documents
- (3) The London Plan

Designation

Archaeological Priority Area

Screening

N/A

1.0 Property/Site Description

- 1.1 The application relates to Our Lady and St Philip Neri primary school, which is located on the eastern intersection of Sydenham Road and Fairlawn Park. The site is 2,991 sqm in area with an irregular shape as it bends behind the adjoining terrace buildings along Fairlawn Park.
- 1.2 The existing school is formed of a number of single storey buildings which are situated in the centre of the site. Play areas are located around the buildings, primarily nearest the corner of Fairlawn Park and Sydenham Road and adjoining Home Park. The existing boundary treatment along Sydenham Road and Fairlawn Park is formed of small brick or wire fences with dense vegetation behind. The boundary treatment to the rear of adjoining properties and Home Park is formed of brick and wire fences.
- 1.3 The surrounding area is a mix of institutional land uses along Sydenham Road, including Our Lady and St Philip Neri Church and Presbytery directly adjoining, and residential properties along Sydenham Road and to the rear which front Fairlawn Park. Home Park, to the rear of the institutional buildings, adjoins the site to the east.
- 1.4 The typology of Sydenham Road is a mix of part two/part three storey institutional buildings adjacent to the site and two storey semi-detached Edwardian dwellings, as well as the 21st Century three storey apartment blocks opposite the site. To the rear along Fairlawn Park, the dwellings form tighter and consistent urban terraces.
- 1.5 The site topography is generally flat. With the exception of the boundary planting and smaller trees in the play area adjoining Home Park, the site has minimal vegetation.
- 1.6 The site has no existing vehicle access or on site parking. The main pedestrian access point is from Sydenham Road, with a secondary access point from Fairlawn Park.
- 1.7 Sydenham Road is a classified 'B' Road with parking restrictions along both sides, together with cycle lanes. Fairlawn Park and other tributary roads to the south are unclassified and have unrestricted parking access.

1.8 The site has a PTAL value of 3, based on a scale of 0-6b with 6b being the highest. Sydenham station is located 1km to the east with a number of bus routes servicing Sydenham Town Centre and other locations such as Bell Green and Catford, from Sydenham Road.

2.0 Planning History

2.1 The planning history includes a number of applications for small buildings and structures relating to the school use. These are not considered relevant to the current planning application.

3.0 Current Planning Applications

The Proposal

3.1 Planning permission is sought for the redevelopment of the Our Lady and St Philip Neri school site on Sydenham Road, incorporating the separate infant school which currently operates from Mayow Road and providing a new nursery. This would result in a 2 forms of entry school (420 pupils) plus a 25 place nursery.

3.2 The proposed physical works include the demolition of the existing single storey buildings and ancillary structures and the construction of a three storey building incorporating classrooms, community hall and ancillary rooms fronting Sydenham Road. A separate plant room is also proposed to the rear of the building on the eastern boundary.

3.3 The proposed building can be split into two sections. The western section, incorporating the main classrooms, nursery, library and staff rooms, would have pitched roofs split into three elements along Sydenham Road. The eastern section, incorporating the community hall and studio, would be two storeys in height with a flat roof, which would be used as a play area.

3.4 The proposed building would be positioned off the boundary with 188 Fairlawn Park by a distance of 13.2-14.6m. With the school buildings moved to the Sydenham Road portion of the site, the area to the rear would be used as the school playground. This includes a small running track for active play and passive learning space. The landscaping includes soft landscaping to improve the vegetation on the site. No trees would be removed as part of the application.

3.5 Formal pedestrian access would be provided into the building from Sydenham Road, leading to the general office and waiting area. However, access for pupils would be split between access points on Fairlawn Park and from Home Park. This represents a change from the application as originally submitted, which proposed all pupil access from Fairlawn Park and has been proposed following concerns raised by local residents and officers.

3.6 The existing access from Fairlawn Park would be used for infants primarily, for use between 8.30am – 9.00am and 3.15pm-3.45pm. Any after school clubs would also use this as an exit. Juniors would access via Home Park to

the east (8.30am – 9.00am and 3.15pm-3.45pm only). Drop off is proposed along Winchfield Road via the park or using public transport via Sydenham Road. To accommodate this change, the following works are proposed:

- all existing solid fencing onto the Home Park boundary would be removed and replaced by new 2.4m high railings, providing passive surveillance onto Home Park;
- additional lighting and landscaping are proposed within the Park, along the route to the school access, though as this sits outside the application boundary it would need to be secured through a planning obligation

3.7 Cycle and scooter parking would be provided at both entrances. No vehicular parking would be provided on site.

Supporting Documents

3.8 In addition to the existing and proposed drawings

a) Design and Access Statement

3.9 Prepared by PTE Architects and dated March 2016. The document introduces the site and surrounding context, the design vision and process towards the current proposal. In addition, it also details the level of pre-application consultation undertaken during the design process.

b) Acoustic Report

3.10 Prepared by Hoare Lee and dated 19th June 2015. The report presents the results of noise measurements undertaken to date along with the implications of the façade design and ventilation strategy.

c) Arboricultural Impact Assessment and Method Statement

3.11 Prepared by Arboricultural Solutions LLP dated March 2015. The report surveys the nature of the existing vegetation and provides an assessment of the impact of the proposal on trees.

d) Ecological Appraisal

3.12 Prepared by Ecological Planning and Research Ltd dated 26th February 2015. It included the appraisal as well as an initial bat inspection, with a full bat survey report completed on 5th August 2015. The document sets out the findings and discusses ecological opportunities and constraints in respect of the development proposals.

e) Daylight Assessment

3.13 Prepared by Hoare Lee and dated June 2015. The report had been prepared to analyse the most appropriate solutions to achieve the recommended natural daylight levels within the proposed teaching spaces.

f) Overheating Assessment

- 3.14 Prepared by Hoare Lee and dated June 2015. This report has been prepared to identify the areas of the proposed new building that will be impacted by overheating in summer months.

g) Landscaping Strategy

- 3.15 Prepared by Outerspace and dated 23rd June 2016. The document outlines the principles of the hard and soft landscaping within the development including rooftop landscaping.

h) Transport Assessment and Addendum

- 3.16 Prepared by EAS and dated August 2015 and August 2016 respectively. The assessment outlines the relevant transport policies, an overview of the existing transport facilities, a description of the proposal and the assessment of the impact on the local network. The Addendum Report updates the original assessment in respect of the revised access arrangements.

i) Contamination Desk Study Report

- 3.17 Prepared by GEA and dated February 2015. The purpose of the work has been to determine the history of the site, to assess the potential for contamination, and to provide preliminary information on foundation options with regard to the proposed redevelopment of the site. In addition a Preliminary UXO Risk Assessment was undertaken.

j) Energy Strategy Statement

- 3.18 Prepared by Hoare Lee and dated August 2015. The document outlines the relevant energy and sustainability policies and details measures on how the proposed development would meet these targets.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the applicant prior to submission and the Council following the submission of the application and summarises the responses received.

Pre-Application Consultation

- 4.2 The public pre-application consultation is provided in Section 3.2 of the Design and Access Statement. It outlines that two sessions were held on 6th and 13th of May 2015.

- 4.3 The statement outlines that the responses were generally positive, with the following comments and concerns raised:-

- Increased traffic and adverse impact on parking;
- Double parked cars increased;

- Disruptions during construction;
- Overlooking issues; and,
- Exposure to pollution.

Design Review Panel (DRP)

- 4.4 The application was taken to DRP in June 2014 and again in March 2015.
- 4.5 The scheme in 2014 was in preliminary stages of development and proposed the part retention of the existing buildings and the construction of further buildings to the rear of the site. The following comments were provided by the panel:-
- The Panel felt that the architects should be considering the site in its entirety within their masterplan strategy, with the school site considered as part of a group of buildings in a landscape setting, including the church and church presbytery.*
- The Panel were unconvinced by the decision not to locate the additional accommodation along the Sydenham Road frontage of the site, which it was felt would 'free up' a greater area of the playground and integrate the Year 6 classrooms. The Panel advised that the potential advantages of an alternative layout be explored with the school, for further consideration and review, noting in addition that the boundary wall on Sydenham Road was considered an attractive feature of the site, and could be modified to create an important new entrance to the school.*
- The existing timber school building, is likely to have a limited life expectancy and poor energy efficiency performance. The Panel therefore questioned the wisdom of abutting the existing timber school building along its length with the proposed new building.*
- 4.6 The scheme was revised in 2015 to redevelop the site in its entirety, similar to the current scheme.
- 4.7 In terms of the building's location on the corner of Sydenham Road and Fairlawn Park with play areas to the rear, the panel were supportive of this principle. However there were concerns with how the building interacted with its immediate environs. It was noted that the geometry of the eastern hall, which was skewed in relation to the remaining building lines, appeared awkward in its relationship with other buildings. In addition there was an element of small defensible space with plantings to the front which appeared unresolved.
- 4.8 It was also noted that plant was to be located near the residents of Fairlawn Park, which was considered to be inappropriate.
- 4.9 The panel felt that the project was not particularly developed architecturally so could not comment on its scale, form or architectural treatment.
- 4.10 Comments were also made in respect of floor plans and room layout.

Statutory Consultation

- 4.11 Site notices were displayed and letters were sent to residents and businesses within 50m of the site as well as the Ward Councillors, in line with legislative requirements and those of the Council's adopted Statement of Community Involvement. The revised proposals were notified in the same way.

Written Responses received from Local Residents and Organisations

- 4.12 Following the first round of consultation, 46 written responses were received from local residents raising objections and concerns with the proposed development. The majority of respondents were from Fairlawn Park, with some also from Dukesthorne Road and Sydenham Road nearby. At the time of writing, no responses were received to the re-consultation.

- 4.13 The concerns relevant to planning are outlined below:-

- The proposal would result in an increase in car activity and student numbers, which would have a detrimental impact to safety and the operation of the highway in the area;
- The proposed increase would result in adverse impacts on parking need in the area through staff parking as well as parent pick-up/drop-off. This includes double parked cars in the area;
- The proposed entrance onto Fairlawn Park would adversely affect the use of this road;
- Concerns were raised over the assessment of traffic supporting the proposal, together with details on teacher numbers and the effect of one-off events such as parent teacher nights etc.;
- The measures proposed by the school to improve other means of transport other than car are not enough and not enforceable. No other means of improvement has been proposed;
- Adverse harm to amenities of the area including noise and air pollution;
- Construction impacts such as noise, dust and traffic;
- Adverse impact on neighbouring amenities such as loss of light and privacy;
- Adverse impact of the three storey building on the character of the area, both from Sydenham Road and Fairlawn Park; and,
- Concerns over the boundary with 188 Fairlawn Park and the impact on the neighbouring property.

- 4.14 Given the number of objections received from neighbours, including a request from Councillor Best, a local meeting was held on the 24th of May 2016 within the existing school hall at Our Lady and St Philip Neri School. A register was completed with 40 signatures of attendance.
- 4.15 Officers acknowledge that a number of comments and concerns raised during the consultation included the lack of consultation regarding the application. The minimum statutory requirements for consultation of a major scheme is either the posting of a site notice on highway near the land or direct notification of adjoining properties, as well as the publication within a newspaper within the area.
- 4.16 Officers sent direct notification to adjoining occupiers within 50m of the site as well as posting notices on Sydenham Road and Fairlawn Road. Also, a notice was placed in the Lewisham Shopper. For the re-consultation, the closest adjoining occupiers to the altered entrance from Home Park were directly notified with the addition of a site notice posted in Home Park. Therefore, officers consider that the consultation undertaken was in line statutory and Council requirements to ensure residents are not prejudiced by a decision being made on the application.

Highways and Transportation

- 4.17 Initial concerns raised that the development would adversely affect parking availability for local residents, and that activity associated with vehicular drop-off would adversely affect the safe passage of traffic (including pedestrians) on Sydenham Road and Fairlawn Park itself.
- 4.18 Following notification of the proposed changes to access arrangements, the Council's Highways Officer advised that the scheme was unobjectionable, subject to:
- i) The applicant entering into a S278 agreement to secure improvements to the crossing facilities and parking controls/waiting restrictions adjacent to the site. Improving the crossing facilities will improve pedestrian accessibility and will create safer walking routes to the school. Given the increase in the number of students and staff attending the school, amendments are required to the parking controls/waiting restrictions adjacent to the site to minimise the impact associated with the drop offs / pick ups at the site. Particularly as an increase in drop off / pick up activities associated with an intensification of use at the school will cause parking stress and congestion if unmanaged. The works will include:-
 - Fairlawn Park:- new school keep clear road markings and waiting restrictions adjacent to the school (£2,000)
 - Sydenham Road :- New school children crossing signs (Wig Wags) and improvements to the school crossing patrol facilities (raised table or change material on the area of carriageway to highlight the crossing area)
 - Sydenham Road/Fairlawn Park junction:- Entry Treatment works

ii) The applicant meeting the cost of improvements to the footpaths and lighting in Home Park, between the entrance to the school (within the park) and Sydenham Road and between the Park entrance to the school (within the park) and Winchfield Road.

iii) And subject to the following conditions:-

- The submission of a Construction and Logistics Plan (CLP), It should be submitted prior to the commencement of the development and should specify how the impacts of construction activities and associated traffic will be managed. The plan should include the following information:- if any waiting restrictions are required to enable access to the site, details of delivery times, maximum number of construction vehicles per day, location of hoarding lines, if a banksman will be used at the site access point.
- A Travel Plan condition is required to ensure the Travel Plan is reviewed following the completion of the development, it should include targets, objectives and measures to encourage sustainable travel to the school and reduce the need to travel by car.
- The submission of a Delivery & Servicing Plan (DSP), the plan should include details of measures to rationalise the number and time of delivery and servicing trips to the site with the aim of reducing the impact of delivery and servicing activity.
- Details of the secure cycle storage.

Parks Service

4.19 Support the proposal to formalise access through the Park as it will increase usage, subject to works to the Park, including footpath improvements, lighting, soft landscaping and bins along the routes to the proposed school access from Sydenham Road and Winchfield Road.

5.0 Policy Context

Introduction

5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

A local finance consideration means:

- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
- (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)

5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

5.3 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.

5.4 Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

Other National Guidance

5.5 On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.

London Plan (March 2016)

5.6 In March 2016 the London Plan (consolidated with alterations since 2011) was adopted. The policies relevant to this application are:

- Policy 3.16 Protection and enhancement of social infrastructure
- Policy 3.18 Education facilities
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy
Policy 5.11 Green roofs and development site environs
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.4 Local character
Policy 7.6 Architecture

Core Strategy

- 5.7 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Development Management Local Plan and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 1 Lewisham Spatial Strategy

Core Strategy Policy 8 Sustainable design and construction and energy efficiency

Core Strategy Policy 14 Sustainable movement and transport

Core Strategy Policy 15 High quality design for Lewisham

Core Strategy Policy 19 Provision and maintenance of community and recreational facilities

Core Strategy Policy 20 Delivering educational achievements, healthcare provision and promoting healthy lifestyles

Development Management Local Plan

- 5.8 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Core Strategy and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Development Management Local Plan as they relate to this application:

- 5.9 The following policies are considered to be relevant to this application:

DM Policy 22 Sustainable design and construction

DM Policy 24 Biodiversity, living roofs and artificial playing pitches

DM Policy 25 Landscaping and trees

DM Policy 26 Noise and vibration

DM Policy 29 Car parking

DM Policy 30 Urban design and local character

Planning Considerations

5.10 The main issues to be considered in respect of this application are:

- a) Principle of Development
- b) Design
- c) Highways and Traffic Issues
- d) Impact on Adjoining Properties
- e) Sustainability and Energy
- f) Ecology and Landscaping
- g) Other Matters

Principle of Development

- 5.11 The site is already in use as a primary school and therefore, in principle its continued use for this purpose is considered acceptable in land use terms. In terms of the increased intensity of this use, the following planning policies are relevant.
- 5.12 Paragraph 72 of the National Planning Policy Framework advises that *“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: give great weight to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted.”*
- 5.13 Policy 3.18 of the London Plan states that from a strategic perspective the *“Mayor will support provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of a growing and changing population to enable greater education choice”*. Development proposals which *“enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of primary school places and the projected shortage of secondary school places will be particularly encouraged.”*
- 5.14 Core Strategy Policy 20 supports the improvement of schools within the borough.
- 5.15 The proposed development would increase the school use on this site from one form of entry (plus a bulge class) to two forms of entry (infant and primary), as well as a nursery. In total, this would provide 420 pupil places and 50 nursery places (split over two sessions daily). In addition, the proposal would deliver a significant improvement in the standard of educational facilities at the school.

- 5.16 On the basis of the above policy guidance, it is considered that, subject to the remaining relevant matters, the principle of development is acceptable. These matters are discussed below.

Design

- 5.17 Urban design is a key consideration in the planning process. The NPPF makes it clear that national government places great importance on the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 5.18 The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- 5.19 London Plan and Core Strategy design policies further reinforce the principles of the NPPF setting out a clear rationale for high quality urban design, whilst DM Policy 30 seeks to apply these principles through detailed design issues for planning applications to address.
- 5.20 The existing site has a number of single storey timber school buildings located predominately in the centre of the site. The boundary treatment has a large wall and hedge protecting the site from any views to the street. As a result, the current configuration of buildings offers very little street presence. In addition, the existing buildings are not considered to be of any merit in terms of their architecture or heritage value.
- 5.21 Therefore, it is considered that the removal of the existing buildings would not be harmful to the character of the area and offers significant opportunity to enhance the school's relationship to, and presence on, Sydenham Road.
- 5.22 The proposal would be part one/part two/part three storeys in scale. The eastern section would be flat roofed with play space above whilst the western section would be separated into three pitched roof elements with gable ends on the northern (Sydenham Road) elevation. Finally a single storey protrusion to the side of this western section would house part of the nursery.
- 5.23 The height of the flat roofed eastern section would be 8.2m high whilst the western section would be 11.5m high at its highest point and 9.7m at the eaves. The single storey protrusion would be 3m in height at the boundary.
- 5.24 The proposed building would front Sydenham Road with the main building line being constructed to the northern boundary, however it should be noted that the site plan does allow for an widened footpath to Sydenham Road, near the junction with Fairlawn Park. The building frontage would be

stepped from the western boundary at Fairlawn Park by 3.3m, however the single storey element would be built to the boundary.

- 5.25 The façade of the eastern building would include large elements of vertical timber 'fins' which would be separated with a 150mm gap. The timber fins would be set with varying section depths and behind would be the building clad in timber. The design of this element has been amended during the application process. As originally submitted, the fins extended above the flat roof portion of the building at a height of 4.5m, echoing the shape of the gable ends on the western portion. In response to concerns from officers as to the stability of this element, the fins were reduced in height and extend horizontally across the flat roof. The same cladding would be used on the southern and eastern elevation of the building. The parapet of the building would be topped with PPC capping and the ground floor level of the northern elevation (Sydenham Road) would be finished with facing brick. The roof of this building would be flat with play space above.
- 5.26 The western section would incorporate the three pitched roofs. Between the pitched roofs would be sections of flat roof with glazed elements and green roofs. The external facade would predominately be finished in composite cladding. At first floor and above, small vertical elements would be inset between the gable ends of the pitched roof to provide visual relief. The single storey element fronting Fairlawn Park would be clad in brick.
- 5.27 A flat roofed element would also connect the eastern and western section of the building and would predominately be glazed with aluminium spandrel panels between the floor levels, this would incorporate the entrance from Sydenham Road.
- 5.28 In terms of the scale, the site is surrounded by a mixture of heights, including three storey flat roof buildings on Sydenham Road opposite. Therefore, it is considered that the three storey scale would not be out of keeping within the existing development, particularly as it is focused on Sydenham Road.
- 5.29 Officers acknowledge that the massing and alignment would result in the building being built to the highway, which would be a significant change from the existing situation. However, focusing the building scale on Sydenham Road is supported in urban design terms, presenting a positive relationship to the street and helping to define it and add interest to the streetscene.
- 5.30 Bearing in mind the institutional use of the site, officers consider that this massing and alignment would not be significantly out of keeping with neighbouring buildings.
- 5.31 Whilst it is noted that the nearest development to the west and south is two storey with pitched roofs residential properties, it is considered that the spacing between the properties would negate any harm the scale may have on the character of this typology.

- 5.32 Therefore, officers consider that the proposed building would be appropriate to the character of the area in terms of its scale, massing and alignment.
- 5.33 The proposed design attempts to create a roof typology which blends from the institutional buildings to the east to the residential buildings to the west as outlined in the Design and Access Statement. The flat roof reflects a modern design approach while the pitched roofs relate to the residential roof shapes further along Sydenham Road.
- 5.34 The design materials are contemporary, with large amounts of timber and composite cladding, as well as small amounts of brickwork. The approach to the material palette is considered to be appropriate in principle, complementary to the existing context, and it is recommended that the quality of materials is secured through condition.
- 5.35 The articulation of the materials is also considered to give sufficient relief from the bulk of the building. For instance, the varying sections of the timber fins along the elevations of the hall and the inset elements of elevation and recessed ground floor windows provide visual interest and depth, which in turn serves to reduce any harm caused by the scale and massing along Sydenham Road. In addition, the improved openings on ground floor and larger openings on the side elevation provides an improved connection between the development and the public realm.
- 5.36 Overall, officers consider that whilst the proposed development would introduce a greater scale of development on the site, and that this would be larger in comparison to the adjoining residential properties, this would not adversely harm the character of the area. Furthermore, given the compatibility of the design with the adjoining institutional buildings and the development opposite of Sydenham Road, the proposed development would not appear out of character with the surrounding context. Finally, officers consider the design of the building would improve the presence of the school on the street as well as adding visual interest and activity to the streetscene.
- 5.37 In summary, officers consider that the proposed design is of a high quality, appropriate to its context and in accordance with Local Plan policies relating to design.

Highways and Traffic Issues

- 5.38 A Transport Assessment was submitted in support of the proposal. The assessment outlined the relevant national, regional and local policies in relation to traffic impacts and included a transport survey and parking survey to assess the expected effects of the development. Following the submission of amendments to the scheme in relation to access arrangements, a Transport Assessment Addendum was submitted in September 2016.

a) Access

- 5.39 The existing site has no vehicular access and this is unchanged in the proposals. The main pedestrian entrance is provided from Sydenham Road with secondary access from Fairlawn Park. There is an existing access from Home Park, however this is not currently in use.
- 5.40 A large number of the objections received to the original consultation related to the then proposed main pupil access from Fairlawn Park and the impact this would have on the use and safety of the highway, including the safety of children at the school.
- 5.41 The Council's Highways Officer also highlighted their concern with using Fairlawn Park as the main access for all pupils and the adverse impact it would have on vehicle and pedestrian safety. For these reasons, Officers proposed the use of Home Park as an access with the applicant.
- 5.42 The proposed scheme would split pupil access between Fairlawn Park and Home Park. There are 164 pupils on site at present, all utilising the Fairlawn Park access. In the proposed scheme, only infants would enter the school using this access during normal hours, in combination with the Sydenham Road entrance. The maximum number of infants and nursery children attending the site at any one time would be 235 in the proposed scenario. On the basis of the policy of encouraging parents with junior school siblings to use the Home Park access, this number would reduce to approximately 215. Of these, 95% (204) would be anticipated to attend on a typical day and 150 during peak pick up/drop off times. As such, by restricting the Fairlawn Park access to infants only, the number of pupils accessing the school from Fairlawn Park during peak times would be marginally greater than the existing situation.
- 5.43 In the proposed scenario, 230 pupils (including 20 infant siblings) would enter via Home Park, of which approximately 155 would be expected during peak times. These pupils would be expected to enter Home Park via Sydenham Road and Winchfield Road. It is not anticipated that this number of additional trips through the park would give rise to any adverse impacts and, indeed, the Council's Parks Service has stated their support for the proposal as it will increase the usage of the Park. Notwithstanding this, improvements to the approach to the school entrance within the Park would be required, in the form of low level lighting and resurfacing, to make this an appropriate and safe route, particularly during the winter months.
- 5.44 The Sydenham Road entrance would cater primarily for staff, visitors and access into the hall. After school clubs would use the Fairlawn Park entrance, however as this would be outside the peak pick-up times it would not be considered to cause an impact in highway terms.

b) Car Parking and Trip Generation

- 5.45 The NPPF highlights the important role transport policies have to play in facilitating sustainable development. The transport system needs to be balanced in favour of sustainable transport modes.

- 5.46 Paragraph 32 of the NPPF goes on to state that development that generates significant amounts of movement should be supported by a transport statement. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe. Finally, the NPPF highlights that an important tool to promote sustainable transport are Transport Plans, therefore these should accompany development which generate significant amount of movement.
- 5.47 Core Strategy Policy 14 adopts a managed and constrained approach to car parking provision in order to contribute to the objectives of traffic reduction.
- 5.48 The submitted Transport Assessment notes that the school does not currently have a Travel Plan. The Assessment is informed by a 'hands-up' survey of staff and pupils taken in June 2015 to determine travel modes and observations of drop-off and pick-up at the Sydenham site.
- 5.49 Based on the survey results, the current 41 peak hour car trips associated with pupils are expected to increase by 42 to 83 and the current staff car movements of 10 would increase by 15 to 25. Whilst the amalgamation of the school sites into one should reduce the number of trips overall, there would be a significant increase at the Sydenham Road site.
- 5.50 The key measure proposed to mitigate and reduce these increased trips is the adoption of a School Travel Plan, which would be secured by condition. The TA outlines the principles of the travel plan as follows:
- Headteacher appointed as Travel Champion. Will act as main point of contact and have responsibility for enforcing the Travel Plan;
 - Travel Plan Working Group to be established, meeting termly. Membership to include representatives from Lewisham Council, the Diocese, School Governor, parents and local residents;
 - Drop-off and pick-up to be monitored by school staff, with parents and residents to report any issues to the Travel Plan Champion;
 - Travel Plan Surveys to be carried out annually in September from first opening for a period of 5 years;
 - Targets will be set following the first annual survey to reduce the proportion of staff and students travelling by car and to increase walking and cycling;
 - Staff encouraged to cycle and cycle facilities provided;
 - Staff prohibited from parking on Fairlawn Park and Winchfield Road.
- 5.51 With the imposition of these measures, a 10% reduction in the proportion of pupils and staff travelling by car to the site is anticipated.

- 5.52 As a result of the proposed use of Home Park for Junior School access it is anticipated that the number of pick-ups and drop-offs would remain at current levels. It is proposed that parents dropping off for the Junior School would use Winchfield Road which is identified as having sufficient capacity to accommodate the demand.
- 5.53 By restricting staff from parking on Fairlawn Park, up to 10 fewer staff cars would be parked on Fairlawn Park throughout the day.
- 5.54 The site has a PTAL of 3, which on a scale of 1 to 6, with 6 being 'Excellent'. There are bus stops on either side of Sydenham Road, in close proximity to the school. Up to 20 services serve these stops at peak school times.
- 5.55 Currently, cycle facilities at the site are low and this is a potential barrier to cycling. The proposals make provision for cycle spaces in line with London Plan requirements, amounting to 62 covered spaces (of which 6 would be for staff) and 3 visitor spaces. Shower facilities would also be provided for staff. The provision of good quality cycle facilities at the school would be expected to result in a reduction in car journeys to the site.
- 5.56 The Council's Highways Officer has advised that the increased traffic generated by the enlarged school would be unlikely to give rise to unacceptable impacts on the highway, provided that improvements to local crossing facilities and parking controls/waiting restrictions adjacent to the site are secured in a highways agreement under S278, together with improvements to footpaths and lighting within Home Park.
- 5.57 On the basis of the cycle facilities, improvements to the local highway and Home Park, conditions for highway improvements secured and a condition requiring a school travel plan, it is considered that the highways impacts arising from the scheme can be adequately mitigated.

c) Refuse and Servicing

- 5.58 The refuse store would be located to the rear of the building, close to the pupil entrance from Fairlawn Park. It is proposed that waste and recycling would be collected twice weekly from this point. Deliveries are also proposed to this access.
- 5.59 The Council's Highways Officer has not raised any concerns in this respect but has requested that a delivery and servicing plan is submitted so that the detailed arrangements for servicing can be reviewed and agreed. Officers consider that this can be secured with a condition.

d) Construction Impacts

- 5.60 The proposal does not include details of construction logistics, which may adversely impact on the highway network due to vehicle types and numbers. Officers consider that a condition for a Construction Management Plan would make the development acceptable in this matter and subsequently refusal on this matter is not considered to be warranted.

Impact on Adjoining Properties

- 5.61 London Plan Policy 7.6 states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 5.62 Core Strategy Policy 15 requires that any adverse impact on neighbouring amenity will need to be addressed by development proposals.
- 5.63 The proposal would increase the height of the development on the site from single storey to two and three storeys, however the bulk of the buildings would be located along Sydenham Road.
- 5.64 The adjoining development to the east is formed of institutional buildings, being the presbytery and church. Based on the nature of the use of these buildings, any adverse impact on the amenities of the users of these buildings are not considered to be significant.
- 5.65 The adjoining properties to the west and north of the proposed building are residential, however they are sufficiently separated from the site by Sydenham Road and Fairlawn Park respectively to ensure that any adverse impact in terms of daylight/sunlight, loss of outlook or overbearing impacts would not be severe.
- 5.66 The proposed building would be separated by 8.9m-14.7m from the nearest residential property to the south by the Fairlawn Park pupil entrance and landscaping. Taking into account the separation and orientation of the building, the proposal would not adversely impact on daylight, sunlight or outlook to these buildings and would not have an overbearing impact towards these residential properties.
- 5.67 The proposed building would have classroom windows which face south towards the residential buildings along Fairlawn Park. In particular, the rear classroom windows would overlook the rear gardens, which are 11m from the building. Taking into account the angle of first and second floor windows, the level of overlooking could result in some loss of privacy for these residents.
- 5.68 However, considering the relatively low use of the school building, in addition to the fact no habitable windows would be directly overlooked, the loss of privacy to neighbouring residents is not considered to be significant. The proposed building does not contain windows which directly overlook any other nearby residential property.
- 5.69 Overall, officers consider that the proposed development would be acceptable in terms of loss of privacy to nearby neighbours.
- 5.70 In terms of noise, the plant room would be located within the single storey structure. Small ventilation outlets are shown on the flat roof, however these

would be insignificant in terms of noise and considering the distance from sensitive users, the impact would be minor.

- 5.71 Therefore officers consider that the impact of the proposal in terms of noise is insignificant.
- 5.72 With respect to external lighting, no details of the lighting proposed has been provided. However, it is noted that the proposed external sports field would not have floodlights. Furthermore, given the times of use of the building, it is unlikely that any external lighting would significantly impact on residential amenity or highways beyond the established level. Therefore it is not considered that the development would negatively impact on residential amenity through excessive lighting.
- 5.73 Given the site is surrounded by residential development, it is considered that adverse impacts may arise as a result of construction works in terms of dust and noise. It is noted that a construction management plan is suggested as a condition under highway issues, however this should also include measures for dust, noise and vibrations. This would ensure that construction impacts are mitigated to an acceptable level during construction phase.
- 5.74 In summary, the proposed development is not considered to cause significant detrimental harm to the residential amenity of neighbouring properties and therefore is acceptable.

Sustainability and Energy

- 5.75 Achieving more sustainable patterns of development and environmentally sustainable buildings is a key objective of national, regional and local planning policy. London Plan and Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.
- 5.76 London Plan Policy 5.2 outlines development should make the fullest contribution to minimising carbon dioxide emissions in line with the following energy hierarchy:-
1. Be lean: use less energy;
 2. Be clean: supply energy efficiently; and,
 3. Be green: use renewable energy.
- 5.77 The policy also states that non-residential buildings up until 2016 shall provide a 40% improvement on 2010 Building Regulations. This translates as a 35% reduction on Part L 2013 emission targets as highlighted in the Energy Planning Guidance document issued by Greater London Authority (GLA) in April 2014. Major development should include an energy assessment to demonstrate how the targets for carbon reductions shall be met within the framework of the energy hierarchy.

- 5.78 Core Strategy Policy 8 also requires major development to outline how energy reductions can be incorporated and requires all new non-residential buildings to achieve a BREEAM rating of 'Excellent'.
- 5.79 An energy statement was submitted with the application outlining how the proposal is expected to achieve the above policy compliance through the energy hierarchy.
- 5.80 The proposed be lean measures take into account passive design of improved building fabrics and high energy efficient services resulting in a reduction of 17%. The be clean measures consider the use of a Combined Heat and Power unit, however due to the small size of the development, it is considered that this would not be feasible for the relatively small benefit in reductions this would have and therefore is not applicable to the calculations. The green measures include an array of 125 sqm of solar photovoltaics available to the flat roof of the building, resulting in a reduction of 18%. This totals to an emissions reduction of 35% based against 2013 targets.
- 5.81 Therefore, on the basis of the information submitted, officers consider that the scheme would be compliant with the policies of the London Plan.
- 5.82 A BREEAM Pre-Assessment Estimator was prepared and submitted with the application. The document highlighted that the proposal is capable of meeting excellent and therefore on this basis, the proposal is considered to comply with the Council's sustainability policies.
- 5.83 It should also be noted that plans of the drainage system have shown that the impermeable area of the site has been decreased by 133 sqm. In addition, through appropriate hard landscaping and roof design, the surface water runoff would be reduced from 49 l/s to 24.5 l/s.
- 5.84 Taking this into account, the proposed scheme is considered to be acceptable in terms of sustainable urban drainage.
- 5.85 Overall, the scheme is considered to be acceptable with respect to sustainability and energy. In order to secure these benefits, officers consider it appropriate to condition BREEAM excellent and the solar photovoltaic panels to ensure this is carried through.

Ecology and Landscaping

- 5.86 Paragraph 117 of the NPPF advises that, to minimise impacts on biodiversity and geodiversity, planning policies should: promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan.
- 5.87 London Plan Policy 5.11 states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and

walls where feasible, to deliver several objectives including, among others, adaptation to climate change, enhancement of biodiversity and improvements to the appearance and resilience of buildings.

- 5.88 London Plan Policy 7.19C also states that, wherever possible, developments should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 5.89 Core Strategy Policy CS12 Part (I) seeks to promote living roofs and walls in accordance with London Plan policy and Core Strategy Policy 8 while DM Policy 24 states that the Council will require all new development to take full account of appropriate Lewisham and London Biodiversity Action Plans and biodiversity guidance in the local list, in development design and ensuring the delivery of benefits and minimising of potential impacts on biodiversity and geodiversity. DM 24 goes on to provide guidance on the specification sought for living roofs.
- 5.90 An ecological appraisal was completed and submitted in support of the application. This included a bat survey report.
- 5.91 It is noted that the site holds no ecological designation within the local plan. The site has 7 trees, six of which are located in the play area adjacent to Home Park, in addition to the boundary plantings along Sydenham Road and Fairlawn Park. However in the ecological report these trees are not considered to be significant in providing habitat value. Therefore any potential impact on valuable habitats is low.
- 5.92 The bat survey also found that the likely impact on protected bats species is low.
- 5.93 It was recommended within the reports that ecological enhancements be undertaken, which included retaining on site vegetation or replacement with native vegetation, bird/bat roosts, insect lodges, hedgehog shelters and sensitive lighting to ensure the development complies with policy.
- 5.94 It is noted that no trees are being removed. Whilst the boundary hedges are being removed, there is significant replanting with nine trees within the site and hedges along the boundary with Fairlawn Park, in addition to planting on the roof play space. Whilst the strategy outlines native species would be implemented, no specific details have been provided. The landscaping strategy also outlines indicatively the location of biodiversity enhancements such as bird and bat boxes, however no specific details of locations or numbers were provided.
- 5.95 In addition to the above, green roofs are proposed on the flat roof element of the classroom buildings in between the pitched roofs, in addition to the single storey plant room, nursery and cycle/refuse storage. The green roof of the lower structures would be wildflower mix green roof, which would be appropriate for the size of these structures. It is noted however that minimal details have been provided, in line with DM Policy 24.

- 5.96 With respect to external lighting adversely effecting bat roosts, it is noted that the proposed external sports field would not have floodlights. Furthermore, the level of external lighting is expected to be in line with the established level given its urban setting. Therefore it is not considered that the development would negatively impact on bats through excessive lighting.
- 5.97 Overall, the principle of the development against ecological policy is considered to be acceptable. In order to secure appropriate enhancement measures, it is considered that conditions should be added for details in relation to living roofs, bird/bat boxes and appropriate soft landscaping to ensure these are appropriately carried through in the development.

Other Matters

- 5.98 The submitted Desk Study Report concludes that there is potential for sources of contaminants on site through made ground during the construction of the school. Therefore it is recommended that an intrusive geo-environmental ground investigation is conducted.
- 5.99 Whilst it is not considered that the level of contamination would preclude the development of the site, given the sensitive nature of the school pupils and proposed orchard garden and other landscaping improvements, Officers consider that a condition is reasonable to secure such an assessment prior to any development and ensure any possible remediation works are carried out prior to occupation.
- 5.100 The site is located within an area of archaeological priority within the Core Strategy and therefore has been identified as having potential to house archaeological remains. The applicant has not submitted any information assessing the impact of the proposed development in terms of archaeological remains.
- 5.101 It is officer's opinion that, given the past disturbances of the site, the likelihood of uncovering archaeological remains would be low. Nonetheless, it is considered that, given the historical importance of preserving archaeological remains, the applicant should undertake desk top studies prepared by a suitably qualified person as a minimum to assess the site's potential in terms of archaeological remains and measures to mitigate any adverse impact on any archaeological remain unearthed during works. Officers consider that this can be appropriately secured through condition.

6.0 Local Finance Considerations

- 6.1 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:
- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).

6.2 The weight to be attached to a local finance consideration remains a matter for the decision maker.

6.3 The Mayor of London's CIL is therefore a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

7.0 Community Infrastructure Levy

7.1 The above development is CIL liable.

8.0 Equalities Considerations

8.1 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

8.3 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.

8.4 Equality issues have been duly considered as part of the assessment of this application. It is not considered that the application would have any direct or indirect impact on the protected characteristics.

9.0 Conclusion

9.1 This application has been considered in the light of policies set out in the development plan and other material considerations.

9.2 Officers consider that the proposals would make a significant contribution towards addressing the pressing need for additional and improved primary school places in the Borough.

9.3 The design of the proposals is of a high quality, relates successfully to the surrounding context and would enhance the local streetscene.

9.4 Based on the mitigation to be secured by condition, the scheme would not give rise to significant adverse impacts on the highway network or parking locally.

9.5 Officers therefore consider that the scheme is acceptable in planning terms and recommend approval of planning permission, subject to the conditions set out below.

10.0 **RECOMMENDATION**

GRANT PERMISSION subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

PL_003, PL_004, PL_005, PL_006, PL_007, PL_104, PL_105, PL_106, PL_204, PL_301, PL_302, PL_401, PL_501, PL_502, L-110 Rev A (Planting Plan), L-111 Rev C, C100 Rev P, C101 Rev P1, Detailed Data Network Maps, Design Principles And Concept Report, Desk Study Report, Landscape Design, Ecological Appraisal and Initial Bat Inspection, Energy Strategy Statement Phase 3, Arboricultural Impact Assessment, Design & Access Statement, Acoustic Implications On Design, BREEAM2014 Education Pre-assessment report Rev A, Overheating Assessment, Bat Survey Report, Daylight Assessment Stage 2, Public Transport & Local Services Analysis Stage 2 (received 30th March 2016);

PL_505 Rev A, PL_506 Rev A (received 2nd September 2016);

PL_507, PL_102 Rev A, PL_103 Rev A, PL_201 Rev B, PL_202 Rev B, PL_203 Rev B (received 9th September 2016); and

Transport Assessment Addendum (EAS, September 2016), L-110 Rev E (Landscape External Works Plan); L-112 Rev C; PL_508 (received 12th September 2016).

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

3. No development shall commence on site until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

Reason: To ensure adequate access for archaeological investigations in compliance with Policies 15 High quality design for Lewisham and 16

Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (July 2016).

4. No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-
 - (a) Dust mitigation measures.
 - (b) The location and operation of plant and wheel washing facilities
 - (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
 - (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.
 - (e) Security Management (to minimise risks to unauthorised personnel).
 - (f) Details of the training of site operatives to follow the Construction Management Plan requirements.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

5. (a) No development (with the exception of demolition to ground level) shall commence until each of the following have been complied with:-
 - (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination. encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.
 - (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the

new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.

- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

6. The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014).

7. (a) The buildings hereby approved shall achieve a minimum BREEAM Rating of 'Excellent'.
- (b) No development shall commence (other than above ground demolition) until a Design Stage Certificate for each building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- (c) Within 3 months of occupation of any of the buildings, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full

compliance with part (a) for that specific building.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2015) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

8. (a) No development above ground level shall commence on site until a detailed schedule and specification, including samples of all external materials and finishes including bricks, cladding, windows and external doors and roof coverings to be used on the building have been submitted to and approved in writing by the local planning authority.
- (b) Sample panels of the materials, including mortar and fixings, to be approved under part (a) shall be constructed on site, for review by the local planning authority.
- (c) The scheme shall be carried out in full accordance with those details, as approved.

Reason: To ensure that the design is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard and detailing in accordance with Policies 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

9. (a) A minimum of 62 secure and dry cycle parking spaces and 3 visitor spaces shall be provided within the development as indicated on the plans hereby approved.
- (b) No development shall commence above ground level on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

10. The development hereby approved shall be carried out in accordance with the hard landscape details shown on drawing L-110 Rev E prior to occupation of the building.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 Flood risk management and 5.13 Sustainable Drainage in the London Plan (2016), Policy

15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

11. The approved boundary treatments, as shown on plans PL_508 and L-112 Rev C, shall be implemented prior to occupation of the buildings and retained in perpetuity.

Reason: To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

12. (a) The development shall be constructed with biodiversity living roofs laid out in accordance with drawing L-111 Rev C hereby approved. The living roofs shall be biodiversity based with extensive substrate base (depth shall vary between 80-150mm with peaks and troughs but shall average at least 133mm) and plug planted & seeded with an agreed mix of species within the first planting season following the practical completion of the building works.
- (b) Prior to the commencement of any works above ground level, full details of the living roofs shall be submitted to and approved in writing by the Local Planning Authority. These details shall include a 1:20 scale plan [of the living roof] that includes contoured information depicting the extensive substrate build up and a cross section showing the living roof components and details of how the roof has been designed to accommodate any plant, management arrangements, and any proposed photovoltaic panels and fixings.
- (c) The development shall be carried out strictly in accordance with the details so approved under (b) and shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority. Evidence that the roof has been installed in accordance with (a) & (b) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.
- (d) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2016) , Policy 10 managing and reducing flood risk and Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches of the Development Management Local Plan (November 2014).

13. (a) Within 3 months of occupation of the development hereby approved, a School Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London', shall be submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan once approved.
- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. The Travel Plan must include use of the buildings/site for community purposes.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

14. (a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policy 12 Open space and environmental assets, and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

15. (a) No development shall commence above ground level until details of the following works to the highway (including drawings and specifications) have been submitted to and approved in writing by the local planning

authority:

- (i) new school keep clear road markings and waiting restrictions adjacent to the school on Fairlawn Park;
- (ii) new school children crossing signs (Wig Wags) and works to the school crossing patrol facilities to highlight the crossing area on Sydenham Road; and
- (iii) entry treatment works to the Sydenham Road/Fairlawn Park junction.

(b) The development shall not be first occupied until the highways works referred to in paragraph (a) of this condition have been implemented in accordance with the details approved under the said paragraph (a).

Reason: In order to ensure that satisfactory means of access is provided, to ensure that the development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011). This is a pre-commencement condition because the local planning authority needs to be satisfied that the proposed and required Highways Works necessary to facilitate the development can be satisfactorily designed before development starts.

16. (a) Details of the proposed solar panels shall be submitted to and approved in writing by the local planning authority prior to the commencement of any above ground works.

(b) The solar panels approved in accordance with (a) shall be installed in full prior to first occupation of the residential units hereby approved, and retained in perpetuity.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan 2016 and Core Strategy Policy 7 Climate change and adapting to the effects and Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

17. Details of the number and location of the bird and bat boxes to be provided as part of the development hereby approved shall be submitted to and approved in writing by the local planning authority prior to commencement of above ground works and shall be installed before occupation of the building and maintained in perpetuity.

Reason: To comply with Policy 7.19 Biodiversity and access to nature conservation in the London Plan (2015), Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24

Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014).

18. (a) No development shall commence above ground level until details of the following works to Home Park (including drawings, specifications and a programme for delivery) have been submitted to and approved in writing by the local planning authority:
- (i) improvements to the footpaths and lighting in Home Park, between the entrance to the school (within the park) and Sydenham Road and between the entrance to the school (within the park) and Winchfield Road;
 - (ii) new waste bins along the footpath within the Park between Sydenham Road and Winchfield Road; and
 - (iii) soft landscaping along the footpath within the Park between Sydenham Road and Winchfield Road.
- (b) The development shall not be first occupied until the works referred to in paragraph (a) of this condition have been implemented in accordance with the details approved under the said paragraph (a).

Reason: In order to ensure that the Park environment provides an appropriate access for the school in accordance with Core Strategy Policy 12 Open space and environmental assets and Policy 15 High quality design for Lewisham of the Core Strategy.

Informatives

- A. **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.
- B. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An '**assumption of liability form**' must be completed and before development commences you must submit a '**CIL Commencement Notice form**' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: -
<http://www.lewisham.gov.uk/myserVICES/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>
- C. The applicant is advised that conditions 3, 4 and 5 require details to be

submitted prior to the commencement of works due to the importance of minimising disruption on the local highway network during construction, ensuring that contamination is identified and remediated appropriately and that the archaeological potential of the site is evaluated prior to the development works.